

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# <i>(required)</i> 200078				
TCWG Consideration Date : February 2009				
Project Description <i>(clearly describe project)</i> Generally, the project proposes to increase the available parking from the existing 70 spaces to approximately 203, which includes handicap accessible spaces.				
(Refer to Exhibit 1 for continuation)				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Transfer point facility				
County San Bernardino	Narrative Location/Route & Postmiles Victorville/ N/A Caltrans Projects – EA# 08-924619			
Lead Agency: City of Victorville				
Contact Person Allen Farr	Phone# 760-243-6359	Fax#	Email	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/> Exempt	<input checked="" type="checkbox"/> Section 6004 – Categorical Exemption	<input type="checkbox"/> Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	08/2002	6/2009	N/A	12/09
End	06/2009	7/2009	N/A	5/10

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Since the construction of the Interstate 15/Bear Valley Road interchange in the late 1960's, the Victor

Valley has experienced considerable growth in both residential and commercial development. Although the Victor Valley is considered home to tens of thousands of residents, a large percentage opt to work "down the hill" in the San Bernardino Valley, and beyond, subsequently commuting on a daily basis. The Land Use element of the General Plan, prepared on June 1997, states that the majority of the commuters remain in San Bernardino County (83%) followed by Los Angeles (11%), Riverside (3%) and Orange (2%) counties.

(Refer to Exhibit 1 for continuation)

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The Park and Ride lot is surrounded by commercial uses. To the north east of the Park and Ride the Victor Valley Mall. Across the street there are various retail stores, restaurant and gas station. Just West is the I-15 freeway.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The facility will be constructed and operational by 2010. It is expected to have a minimum of 183

vehicles transiting through the facility in a day (45,750/year). In addition to these vehicles there will be a total of approximately 22 CNG buses stopping at this facility on a daily basis (5,500/year). Bear Valley Road, located just North of the proposed facility, has an ADT between 50,000 to 70,000 vehicles out of which approximately 5% are trucks. Overall, the proposed facility will not negatively affect the existing levels of service of surrounding intersections or significantly increase the number of trucks or diesel vehicles currently on Bear Valley Road or Amargosa Road. (Refer to Exhibit 1 for

continuation)

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The 2008 RTP horizon year/design year is 2035. The park and Ride is expected to be operating at capacity, which will result in approximately 366 vehicles transiting through the facility in a day. Bus traffic is expected to remain the same as in the opening year. It is forecasted that by 2035 the ADT along Bear Valley Road will range between 66,500 to 93,100 vehicles out of which approximately 5% are trucks. The LOS for the Bear Valley Road / Amargosa Road intersection is C for MA peak and D for

PM peak.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Currently, the average daily traffic from Bear Valley Road heading southbound onto the I-15 is 10,078.

Furthermore, the traffic on Bear Valley Road averages between 50,000 to 70,000 vehicles daily and this figure is steadily increasing, making the I-15 on/off ramps at Bear Valley Road even more congested. The proposed Park and Ride project would significantly reduce the number of commuting vehicles traveling on the I-15 and will improve the level of services of the Amargosa/Bear Valley intersection as

Comments/Explanation/Details *(attach additional sheets as necessary)*